

NOV 9 1948

# ILLINOIS TERMINAL RAILROAD COMPANY

## ST. LOUIS AND ALTON DIVISION

# TIME TABLE No. 9

Effective 12:01 A. M.

**Sunday, November 7, 1948**

Superseding All Previous Time Tables

This Time Table is for the Government and Information of Employees only, and the Company reserves the right to vary from it as circumstances may require. Note general change in time. Study table carefully.

NOTE CAREFULLY SPECIAL INSTRUCTIONS ON  
PAGES 6 AND 7.

F. L. DENNIS, General Superintendent—St. Louis, Mo.  
W. R. McOWAN, Superintendent—Alton, Ill.  
H. H. SMITH, Asst. to General Supt.—St. Louis, Mo.  
R. YATES, Terminal Train Master—St. Louis, Mo.  
A. F. HERTEL, Asst. Trainmaster—Granite City, Ill.  
A. L. GARBIN, Chief Dispatcher—Alton, Ill.

Station numbers and mileage not shown on the Time Table:

### GRANITE CITY TO ST. LOUIS VIA MADISON AVE.

Stations	Station Numbers	Mileage
Granite City	907	0.00
Car Barn	906	0.5
Venice Junction	903	3.2
St. Louis	900	5.9

ILLINOIS TERMINAL  
RAILROAD COMPANY

ST. LOUIS AND  
ALTON DIVISION

TIME TABLE  
1912

# SAFETY FIRST

Monday, November 2, 1912

The time tables for the Division and for  
the St. Louis and Alton Division are  
published for the convenience of the  
public and to show the right of way  
of each train. It is the policy of the  
Company to keep the tables as simple  
and clear as possible.

THE ILLINOIS TERMINAL RAILROAD COMPANY  
ST. LOUIS, MO.

ST. LOUIS AND ALTON DIVISION  
ST. LOUIS, MO.

DR. R. M. SUTTON, Chief Surgeon, Peoria, Ill.

### LOCAL PHYSICIANS AND SURGEONS

#### Alton, Ill.

Dr. H. P. McCuiston  
Dr. R. A. Barker  
Dr. W. S. McGinnis  
Dr. H. E. Middleton (Oculist & Aurist)

#### Madison, Ill.

Dr. L. C. Harlan

#### Venice, Ill.

Dr. J. R. Chalfin

#### East St. Louis, Ill.

Drs. O. J. and R. F. Culbertson  
Dr. E. C. Spitze (Oculist)  
Dr. Wm. M. Hanson (Aurist)

#### Wood River, Ill.

Dr. R. A. Barker

#### Granite City, Ill.

Dr. R. W. Binney  
Dr. H. P. Reuss  
Dr. M. Hamm

#### St. Louis, Missouri

Dr. A. Gundlach  
Dr. W. M. Hangen  
Dr. W. M. James (Oculist)  
Dr. V. L. Jones (Oculist & Aurist)  
Dr. S. B. Westlake (Aurist)  
Dr. J. Albert Key (Consulting Orthopedist)

### ARRANGEMENTS WITH THE FOLLOWING HOSPITALS

#### Alton, Ill.

St. Joseph's Hospital

#### St. Louis, Missouri

DePaul Hospital  
St. John's Hospital

#### East St. Louis, Ill.

St. Mary's Hospital

#### Granite City, Ill.

St. Elizabeth's Hospital

# ST. LOUIS AND ALTON DIVISION—Southward

## FIRST CLASS

41	39	37	35	33	31	29	27	25	23	21	19	17	15	13	11	9	7	51	5	3	1	Station Numbers	Miles from Alton	TIME TABLE No. 9 EFFECTIVE 12:01 A. M. SUNDAY November 7, 1948	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily Except Sun.	Daily	Daily	Daily				STATIONS
Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Ltd.	Local	Ltd.	Local	Local	Local	Local					
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM				
11:35 <sub>38</sub>	10:30 <sub>36</sub>	9:15 <sub>34</sub>	8:10 <sub>32</sub>	7:15 <sub>30</sub>	6:15 <sub>26-28</sub>	5:10 <sub>24</sub>	4:10 <sub>22</sub>	3:10 <sub>20</sub>	2:15 <sub>18</sub>	1:10 <sub>16</sub>	12:15 <sub>14</sub>	11:10 <sub>12</sub>	10:10 <sub>10</sub>	9:10 <sub>8</sub>	8:00 <sub>6</sub>	7:00 <sub>4</sub>	6:35 <sub>4</sub>	.....	5:50	.....	12:30 <sub>40</sub>	825	0.0	ALTON.....	
11:36	10:31	9:16	8:11	7:16	6:16	5:11	4:11	3:11	2:16	1:11	12:16	11:11	10:11	9:11	8:01	7:01	6:36	.....	5:51	.....	12:31	824	0.6	RIDGE.....	
11:40	10:35	9:20	8:15	7:20	6:20	5:15	4:15	3:15	2:19	1:15	12:19	11:15	10:15	9:15	8:04	7:04	6:40	.....	5:55	.....	12:35	822	3.0	LEAD WORKS.	
11:44	10:39	9:24	8:19	7:24	6:24	5:19	4:19	3:19	2:23	1:19	12:23	11:19	10:19	9:19	8:08	7:08	6:44	.....	5:59	.....	12:39	820	4.6	ILL. TERMINAL JCT.....	
11:45 <sub>s</sub>	10:40 <sub>s</sub>	9:25 <sub>s</sub>	8:20 <sub>s</sub>	7:25 <sub>s</sub>	6:25 <sub>s</sub>	5:20 <sub>s</sub>	4:20 <sub>s</sub>	3:20 <sub>s</sub>	2:24 <sub>s</sub>	1:20 <sub>s</sub>	12:24 <sub>s</sub>	11:20 <sub>s</sub>	10:20 <sub>s</sub>	9:20 <sub>s</sub>	8:09 <sub>s</sub>	7:09 <sub>s</sub>	6:45	.....	6:00	.....	12:40	819	5.2	WOOD RIVER JCT.....	
11:47	10:42	9:27	8:22	7:27	6:27	5:23	4:22	3:22	2:26	1:22	12:26	11:22	10:22	9:22	8:11	7:11	6:47	.....	6:02	.....	12:42	818	6.4	HARTFORD...	
11:50	10:45	9:30	8:25	7:30	6:30	5:26	4:25	3:25	2:29	1:25	12:29	11:25	10:25	9:25	8:14	7:14	6:50	.....	6:05 <sub>4</sub>	.....	12:45	816	8.8	CANAL.....	
11:55	10:50	9:35	8:31	7:36	6:36	5:33	4:31	3:31	2:34	1:31	12:34	11:31	10:31	9:31	8:19	7:19	6:56	.....	6:12	.....	12:51	813	12.0	MITCHELL....	
11:59 <sub>40</sub>	10:53	9:38	8:34	7:41 <sub>32</sub>	6:40 <sub>30</sub>	5:38 <sub>26</sub>	4:35 <sub>24</sub>	3:34	2:37 <sub>20</sub>	1:34	12:37	11:34	10:34	9:34	8:22	7:21 <sub>6</sub>	6:59	.....	6:15	.....	12:54	811	14.7	NAMEOKI....	
12:02	10:56 <sub>38</sub>	9:41	8:38 <sub>34</sub>	7:45	6:44	5:41 <sub>28</sub>	4:37	3:38 <sub>22</sub>	2:39	1:38 <sub>18</sub>	12:39 <sub>16</sub>	11:37 <sub>14</sub>	10:38 <sub>12</sub>	9:36 <sub>10</sub>	8:25	7:24 <sub>50</sub>	7:02 <sub>50</sub>	7:00	6:18	.....	12:57	809	15.5	FEHLING.....	
12:07 <sub>s</sub>	11:01 <sub>s</sub>	9:48 <sub>s</sub>	8:43 <sub>s</sub>	7:50 <sub>s</sub>	6:49 <sub>s</sub>	5:48 <sub>s</sub>	4:48 <sub>s</sub>	3:43 <sub>s</sub>	2:44 <sub>s</sub>	1:43 <sub>s</sub>	12:44 <sub>s</sub>	11:43 <sub>s</sub>	10:43 <sub>s</sub>	9:43 <sub>s</sub>	8:29 <sub>s</sub>	7:28 <sub>s</sub>	7:09 <sub>s</sub>	7:09 <sub>s</sub>	6:24	5:05	1:05 <sub>2</sub>	807	17.3	GRANITE CITY.....	
12:25	11:20	10:07	9:02	8:08	7:08	6:07	5:07	4:01	3:02	2:02	1:02	12:02	11:03	10:03	8:48	7:48	7:30	7:28	6:44	5:25	1:24	800	24.6	ST. LOUIS....	
AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM				

Operation between Granite City and St. Louis will be governed by Granite City—St. Louis Terminal Time Table No. 6 and rules and special instructions contained therein.

All trains will stop at Blanton, Broadway, and North Market Street Station, St. Louis; at Mullanphy Street, St. Louis. All trains will stop on flag at Ridge Street and Central Avenue, Alton, Illinois.

All trains will approach Fehling Siding under control expecting to find trains on Main Track or moving into or out of siding.

Train 9 will make local stops on flag Sunday and Legal Holidays.

Trains 9-13 will stop on flag at 4th and McCambridge, Madison and Nameoki.

All trains except 9 will stop on flag at Lang.

# ST. LOUIS AND ALTON DIVISION—Northward

TIME TABLE No. 9 EFFECTIVE 12:01 A. M. SUNDAY November 7, 1948	Miles from St. Louis	FIRST CLASS		FIRST CLASS																		
		2	4	50	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40
		Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily
STATIONS		Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Ltd.	Local	Local	Local	Local	Local	Local	Local
		AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
ALTON.....	24.6	1.36	6.20 7-9	.....	7.46 11	9.00 13	10.02 15	11.05 17	12.05 19	1.05 21	2.05 23	3.01 25	4.05 27	5.00 29	6.01 31	6.08 31	7.06 33	8.05 35	9.05 37	10.21 39	11.23 41	12.22 1
RIDGE.....	24.0	1.35	6.18	.....	7.45	8.59	10.01	11.04	12.04	1.04	2.04	3.00	4.04	4.59	6.00	6.07	7.05	8.04	9.04	10.20	11.22	12.21
LEAD WORKS.....	21.6	1.32	6.15	.....	7.40	8.56	9.57	11.00	12.01	1.00	2.00	2.56	4.00	4.55	5.56	6.03	7.01	8.00	9.00	10.16	11.18	12.17
ILL. TERMINAL JCT.	20.0	1.28	6.12	.....	7.36	8.52	9.53	10.56	11.56	1.56	2.52	3.56	4.51	5.52	5.59	6.57	7.56	8.56	10.12	11.14	12.13	
WOOD RIVER JCT..	19.4	s 1.27	s 6.11	.....	s 7.35	s 8.51	s 9.52	s 10.55	s 11.55	s 12.55	s 1.55	s 2.51	s 3.55	s 4.50	s 5.51	s 5.58	s 6.56	s 7.55	s 8.55	s 10.11	s 11.13	s 12.12
HARTFORD.....	18.2	1.25	6.09	.....	7.33	8.49	9.50	10.53	11.53	1.53	2.49	3.53	4.48	5.49	5.56	6.54	7.53	8.53	10.08	11.10	12.10	
CANAL.....	15.8	1.22	6.05 5	.....	7.30	8.46	9.47	10.50	11.50	1.50	2.46	3.50	4.45	5.46	5.53	6.51	7.50	8.50	10.05	11.07	12.07	
MITCHELL.....	12.6	1.17	5.59	.....	7.24	8.41	9.41	10.44	11.44	1.44	2.40	3.44	4.38	5.41	5.47	6.45	7.44	8.44	9.59	11.02	12.02	
NAMEOKI.....	9.9	1.14	5.56	.....	7.21 9	8.38	9.38	10.41	11.41	1.41	2.37 23	3.41	4.35 27	5.38 29	5.44	6.40 31	7.41 33	8.41	9.56	10.59	11.59 41	
FEHLING.....	9.1	1.11	5.53	6.50 7-9	7.17	8.34	9.36 13	10.38 15	11.37 17	12.39 19	1.38 21	2.34	3.38 25	4.33	5.35	5.41 29	6.38	7.38	8.38 35	9.53	10.56 39	11.56
GRANITE CITY....	7.3	s 1.05 1	s 5.48	6.45	s 7.09 51-7	s 8.29 11	s 9.28	s 10.33	s 11.30	s 12.33	s 1.33	s 2.28	s 3.33	s 4.28	s 5.30	s 5.35	s 6.33	s 7.33	s 8.33	s 9.48 37	s 10.48	s 11.49
ST. LOUIS.....	0.0	12.45	5.30	.....	6.50	8.10	9.10	10.15	11.10	12.15	1.15	2.10	3.15	4.10	5.10	5.15	6.15	7.15	8.15	9.30	10.30	11.30
		AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Operation between Granite City and St. Louis will be governed by Granite City—St. Louis Terminal Time Table No. 6 and rules and special instructions contained therein.

All trains will stop at Blanton, Broadway, and North Market Street Station, St. Louis; at Mullanphy Street, St. Louis. All trains will stop on flag at Ridge Street and Central Avenue, Alton, Illinois.

All trains will approach Fehling Siding under control expecting to find trains on Main Track or moving into or out of siding.

All trains except 26 will stop on flag at Lang.

Operation between Granite City and St. Louis will be governed by Granite City-St. Louis Terminal Time Table No. 6 and rules and special instructions contained therein.

1. "SAFETY FIRST", at all times and in all places, is the most important rule of conduct, of each and every employe, whatever his position. The safety of every movement, or action, in its effect upon himself and others and upon property must be the first consideration of every trainman, yardman, stationman, shopman, sectionman and all other classes of employes. Trains and engines must be operated accordingly, under all circumstances; the maintenance of schedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather, or other conditions may be.

#### 2. WARNING:

Employees are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures and constructions which, owing to local conditions or requirements, do not give clearance to men on top or side of car. Employes must familiarize themselves by personal observation with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employes must exercise great care in this respect.

#### 3. TRAIN ORDERS:

Motormen will at all times, when on duty, have any train orders in effect before them in a clip provided for that purpose, also will have current Time Table with them.

#### 4. SUPERIORITY OF TRAINS:

Trains will not leave terminal or junction point until all trains of superior class and all trains of the same class past due have arrived or meeting points have been fixed by train orders.

Second class trains are inferior to first class trains.

Extra trains are inferior to schedule trains.

Second class trains will clear first class trains five (5) minutes.

Extra trains and all yard engines will clear the time of schedule trains five (5) minutes.

Trains of the same class in either direction have equal rights and will meet as per time table, unless otherwise provided by train order.

Two or more sections may be run on same schedule. Each section has equal time table authority.

Schedule trains when one hour late lose both right and class.

Motormen on trains approaching meeting or waiting point will sound two long and one short blast of whistle at least one (1) mile distance from meeting or waiting point. Should motorman fail to give above signal, the conductor must take immediate action to stop train.

At St. Louis, Granite City, and Alton, it will be permissible for motorman to take train orders in which case he will deliver one copy to conductor which will be read and compared.

#### 5. DELAYED TRAINS:

All trains must report to dispatcher when 10 minutes late.

#### 6. OPERATION OF TRAINS:

No attempt should be made to make up lost time on Limited Trains.

#### 7. PRECAUTION TO BE TAKEN IN BAD WEATHER:

a. Extra precaution must be taken to insure safety in the operation of trains during foggy and inclement weather. Train crews must keep the dispatcher well informed as to the condition in their territory, when reporting for orders.

b. Good judgment must be exercised in operating trains during this kind of weather and no attempt should be made to maintain schedules unless a plain view is possible and the motorman can see for a distance of 2000 feet or more.

#### 8. RESTRICTED SPEED SIGNS:

The following instructions will govern the operation of all trains at restricted points where RESTRICTED SPEED signs have been installed.

The controller must be thrown to OFF position at the reduce speed signs and test of air brakes made immediately to see that same are operative so as to enable the motorman, in case the brakes are inoperative, to resort to other means to reduce speed of the train to a speed as shown on reduce speed sign. (Restricted Speed:—A speed that will permit stopping short of another train or obstruction but not exceed fifteen (15) miles per hour).

#### 9. RAILROAD CROSSINGS:

All trains will stop at junction with Illinois Traction Division at Niedringhaus and Madison Avenues, Granite City.

#### 10. SPEED RESTRICTIONS:

The speed of trains is restricted as follows:

M. & I. B. & B. Interlocker, Alton	15 Miles per Hour
Central Ave., Alton	6 Miles per Hour
Fehling Curve	15 Miles per Hour
Granite City Limits	12 Miles per Hour
Nameoki City Limits	10 Miles per Hour
Madison and 20th Street, Granite City	6 Miles per Hour
Mitchell Viaduct Curves	6 Miles per Hour
Nameoki Curve	6 Miles per Hour
Hartford Road Crossing	6 Miles per Hour
Standard Road Crossing	6 Miles per Hour

#### 11. a. Highway Crossings at the following points are considered extremely hazardous.

Granite City-Highway Crossing north end of Madison Avenue.

Nameoki-Pontoon Road.

Hartford-Rand Ave. (Station).

Alton-Henry Street.

b. At all highway crossings, also at street intersections in streets and villages, careful operation must be exercised to prevent accidents.

c. In sounding the Road crossing whistle, Motormen will start the whistling at the Whistle board and will draw out the last blast of whistle until crossing has been passed. Blowing the whistle or sounding the gong is imperative but alone does not prevent accidents, and particularly in cities, speed of train must be reduced so a stop may be made to avoid an accident should a driver of a vehicle attempt to cross the tracks unexpectedly.

#### 12. LOADING AND DISCHARGING PASSENGERS:

Conductors must not permit passengers to alight from cars or board cars except at Station Platforms or at street crossings, where safe footing can be had.

#### 13. CONNECTIONS:

Conductors on all late trains advertised as making connections with Alton & Eastern trains at Alton and Illinois Traction Division trains at Granite City, will notify dispatcher if they have passengers for these connections.

#### 14. TRAIN REGISTERS:

a. Are located at:

St. Louis, 12th Street

Granite City, Station

Alton, A. & E. Station

All trains must register at the above named points.

b. Train crews in case of doubt, when interpreting register, must call dispatcher and receive necessary instructions.

#### 15. REPORT TO DISPATCHER:

All trains will report to Train Dispatcher at Alton, Granite City, and St. Louis. If unable to reach Train Dispatcher to report, trains will move with respect to time table rights.

#### 16. STANDARD CLOCKS ARE LOCATED AT:

Federal-Train Dispatcher's Office

Alton-A. & E. Depot

Granite City-Club House

St. Louis Terminal-Waiting Room

#### 17. WATCH INSPECTORS:

Monthly inspection of watches will be made by official Time Inspectors:

Zerweck Jewelry Co., traveling inspector, Granite City.

Henry L. Berger, 653 E. Broadway, Alton.

#### 18. INTERLOCKING PLANTS:

Wood River bridge governed by automatic home signals, there being no distant signals.

Mo. and Ill. Bridge & Belt R. R., Henry Street, Alton, Illinois.

This interlocking plant controls the crossing at this point by home signals only, there being no distant signals.

Trains must approach and operate through interlocking limits at speed of not to exceed fifteen (15) miles per hour.

**19. JUNCTIONS:**

Are located at:  
Niedringhaus and Madison Avenues, Granite City—Illinois Traction Division.  
Wood River Junction, Wood River, Ill.—Alton & Eastern Division.

**20. YARD LIMITS:**

Yard limits are located at:  
Alton—Between Yard Limit board north of State Street and Yard Limit board south of Lead Works Siding.

**21. CROSSEOVERS: FROM ST. LOUIS & ALTON MAIN TO ILLINOIS TERMINAL MAIN (STEAM DIVISION)**

Located as follows:  
Alton—500 feet North of Henry Street.  
Alton—Plum Street.  
Lead Works.  
Illinois Terminal Jct., 2,000 feet north of Wood River Junction—Steam Division.

**22. CONTROLLING MOVEMENT OF TRAINS AT A. & E. DEPOT:**

The Alton and Eastern Depot (foot of Piasa Street), Alton, will be used jointly by the Alton and Eastern passenger trains and the St. Louis and Alton passenger trains. All trains using Depot track will come into the Depot under control, expecting to find the track occupied.

**23. SCHEDULE TIME AT GRANITE CITY:**

The schedule time shown for trains at Granite City applies at passenger station, 21st Street.

**24. AIR BRAKE TESTS:****(a) PASSENGER TRAINS AT TERMINALS OR WHERE TRAIN IS CHANGED ON ROAD.**

As soon as a motor car is coupled to a train and the required brake pipe pressure is equalized throughout the train the Motorman upon request of a trainman, shall make a 20-lb. continuous service application of the brakes, noting brake valve discharges proper amount of air and hold them applied until the Trainman shall have examined the brakes on motor car and on each car. When brake valve is on lap and train brakes are being tested, Motorman will check brake pipe leakage, which must not exceed 5 lbs. per minute. If trainman finds that the brakes have applied properly, he shall signal for release of brakes from the rear of train to the Motorman who will then release brakes. A test of brakes is not complete until trainman has examined the brakes on each car to know that they have released properly and without the use of release valves, after which they must report to the Motorman the condition of the brakes. Passenger trains leaving Terminals must have 100% air brakes operative. At points where motive power, or motorman or train crews are changed, tests of the air brakes will be made as at Terminals.

**(b) RUNNING TEST:**

After all standing tests, a running test must be made. After having attained a speed of 15 miles per hour, Motorman will make a 10-pound continuous brake pipe reduction. The Motorman, on noting by the brake pipe exhaust and the holding efficiency of train brakes that the brakes are working properly, will release the brakes and proceed. A similar test will be made approaching railroad crossings at grade, draw bridges and steep descending grades and at any other danger points to know brakes are operating properly.

**(c) RESPONSIBILITY:**

The Conductor and Motorman are both responsible for seeing that the brake is in perfect order and properly connected throughout the train before starting from Terminal Stations.

**25. ACCIDENTS AND CASUALTIES:**

Casualties involving personal injuries or damages to vehicles occupied by persons, witnessed or heard of by any employe (except those in train service), must be reported as soon as possible to train dispatcher by telephone and followed by written report to superior officer, giving full information, including names and addresses of witnesses.

**26. TELEPHONE REPORT OF ACCIDENTS:**

Employees in train service will report to train dispatcher by telephone on Form 141-5, as soon as possible after accident, giving full information including names and addresses of all witnesses, this to be followed by sending to trainmaster Form 141-6 properly filled out with names and addresses of all witnesses. In case of accident in which train is carrying passengers, conductor will secure signature and address of each passenger on Form 142-3 and send in with Form 141-6.

**27. PERSONAL INJURY STATEMENTS:**

It is the desire of the Company that all statements in reference to personal injury accidents must contain all facts, whether favorable or unfavorable to the company, its employes, or the injured person. Employees who witness or have any knowledge whatever of an accident must not give information of the same to attorneys, the injured person, or anyone else, except this company's officers and Claim Agents, unless legally required. Persons seeking information should be referred to the General Claim Agent.

**28. EMPLOYEES SERVED WITH SUBPOENAS:**

An employee served with subpoena to report to any court or officer must at once notify superior official and communicate with or report in person to the railroad attorney or representative of the Claim Department and act under his direction.